CORDIAL TREATMENT OF HARVARD - GOOD FEELING OF THE ENGLISH PEOPLE—CHARLES READE'S COMMENTS—CAUSES OF OUR DE-

London, Aug. 28 .- On comparing this morning's reports with all I can recollect of my account telegraphed last night, I don't see that I need to medify on any important point that record of first impressions. The London reports vary more or less in detail, but on the two main questions, how and why the race was lost, they substantially agree. Whether Harvard was rowing a stroke or two more at one or another part of the course is not very material. The thing sadly material was that they rowed too many throughout, and rowed in a form which failed to apply perfectly the great power of the men

What will strike you in the English comments is

their respectful and admiring tone toward the beaten

erew. The truth is, Harvard surprised everybody

to the speed of the boat.

by doing so well. Few judges of rowing have fancied them during practice. Among amateurs they bad scarcely one admirer. Among watermen they were in more favor, perhaps because watermen were not sorry to disparage that incomparable Oxford style which one never sees in a professional crew. The professionals row with equal attention to the decisive points which make up power, but with slight attention to finish for its own sake. Missing the finish in Harvard they seemed to believe some how that the want of it implied the possession of those characteristics in which they are themselves strong. But they are strong not because of, but in spite of, their want of finish. Whatever the reason, they had, or many of them had, a genuine faith in the Americans. They proved their faith by works, taking the current odds on Oxford freely to the extent of their means. Kelley, defeated on Monday by Renforth for the championship, backed Harvard for a good deal of money, and to the last refused to hedge. He was sure of their winning. I heard a good deal of waterside opinion to the same effect. If it did not come from really knowing men, it came from some who ought to know. And you may be surprised to hear in what low ranks of society a kind of chivalrous feeling in behalf of "the foreigners" betrayed itself. The ragged wretch who held my horse the other night at the gate of the White House, assured me with tears in his eyes that Harvard was bound to win. "And I hope they will," said he. "They have come from I don't know bow many thousand miles away to row this race, and it would be a mortal pity to see them lose it I've stood a pot o' beer on 'em, Sir. It's all I could stand, but I can pay that if I lose." Ten minutes later two charming English girls were almost repeating the man's words-not that they had a pot o' beer on Harvard, but they hoped and believed, nay, were sure, Harvard would win. For a lady's opinion on such matters, when she condescends to give it, is apt to be positive. And I could go on quoting testimony of this sort to the extent of English good will, some of which, and that the truest and most significant, I fear you would hardly believe. One of the most eminent of living English writers, himself an Oxford man, has been a hot partisan of Harvard. He wrote, asking leave to go and see them, and went daily this week. He invited them to visit him at Oxford, where he still keeps his Fellow's rooms. I am not sure but he were Harvard colors the day of the race. And I have seen few Americans more chagrined by the result. Then, there is Mr. Hughes, also an Oxford man, from whom we long since learned to expect sympathy and friendship, and had it abundantly in this case. Harvard wrote, asking him to serve as Referee. He answered that he would | brought with them from home. It is equally difficult do his best to be impartial, and added, "I should lie | not to believe that if they had flung them away three if I said I hoped to see Oxford beaten, but what I | weeks ago their chance of winning would have been do hope is to see your bow overlap the Oxford stern | largely increased. But if they were not convinced when you cross the winning line." He very nearly had his wish. The press speaks for itself, and has spoken so uniformly that there can be no doubt of its representing a wide spread, I might just as well say universal, sentiment. The only trace of a different feeling was in their response to the unlucky suggestion of some American journals that foul play was to be feared. Considering the pains everybody was taking to secure a fair race, they were more than justified in resenting such a suspicion. It was based on ignorance, and the ignorance happened to be so palpably expressed that it did less harm than it might have done. Now, that the race is rowed, what have the American alarmists to say? The simple truth is that never was a race rowed in England for which such elaborate and successful precautions were taken to secure fair play. Oxford was, if any thing, more anxious than Harvard about it. The Thames Conservancy Board and the Police exhausted their ingenuity in contrivances for keeping a clear course. Now it is not an easy matter to keep a clear course on the Thames for four miles and a half. It is a busy part of the river. Passenger steamers are plying all day long from below Putney to Kew, Richmond, and Hampton Court. A great commerce is steadily carried on in barges, and a week's notice was necessary to avoid great loss and injury to business men. There was necessarily much loss falling heavily on men who could not all afford it, but they all fell in cheerfully with the police arrangements. Cheerfully or not, they had no option, for the authorities were resolute. One or two lawless steamboat companies sought to defy the Conservancy Board. They vowed they would send steamers to follow the race. They sold tickets for them at a sovereign each, agreeing to return the money if they were stopped. They had to return it without trying. being notified that the police would instantly take charge of any offending boat. One or two private steamers sought to evade the rule, lying in wait with steam up, and trusting to their speed and to the confusion to carry them through after the start had once been made. On them too fell the hand of the police, and they were at last only too glad to be allowed to anchor near the banks. It was a more difficult matter to deal with the myriad of row boats. They could not follow, but they could obstruct by getting in the way out of eagerness to see the advancing race. All up and down both banks strict lines were marked out, and I know not what dreadful penalties hung over the heads of violators of those air-drawn barriers. It was almost a miracle that out of nine miles of boats lining the two shores but one or at most two escaped into mid-stream. There was near-

out from her true course, and lost at least half a I have more than once referred to the interest taken in this match by Mr. Charles Reade. His frequent visits to the crew familiarized him with their habits and condition, and he watched the race keenly from the Umpire's boat. I asked him to put down his impressions, and he finally gave me liberty to use the few notes he sent me, on condition that they should not appear to have been volunteered, nor be treated as having been first written for publication. His wish must be my excuse for including his letter in my own, instead of giving it a place of honor by itself.

ly a collision at Mortlake, but mark that it was Ox-

ford and not Harvard which was menaced. It was

more than a menace, for Oxford had to sheer swiftly

Mr. Reade writes: "It could hardly be believed in the United States with your gallant fellows. But I send you my obser,

"The Harvard boat goes down a little by the head, As she faced the tide, coming to start, the water pearly ran over her.

it without offense. Proofs: boil on Loring's neck, bloodless lips, especially of Simmons, and a general want of that sprightliness that results from high con-A NOTE FROM CHARLES READE. dition. They were, however, hard in muscle-harder than the Oxford crew. Yet Simmons had diarrhea on the day and for 48 hours previously. "In the race, Oxford did not wait for them as they sometimes do for Cambridge, but pulled all they FEAT-THE HARVARD STROKE-TRAINING OF THE CREW.

knew from the first. A little above Hammersmith Bridge they were distressed, but got second wind afterward. "Their beautiful finish, as shown in practice, disappeared in the race, and little remained of their form

I have long seen this with regret. But it is appoint on

which they were touchy, and I could not approach

but their true time, the quick advance of the arm, and the keen catch at first of the stroke, which have won them the day so often. Harvard pulled the handsomer stroke of the two. N. B .- In practicing, just the reverse.

"The ridiculous theory of the London press is answered by this, that Harvard kept the same form in practice and in the struggle. Oxford did not.

"These remarks are at your service. I think you may rely upon their accuracy. As to the dip forward of boat, my opinion was shared to the full by a distinguished oarsman, with whom I compared notes. with the craft and her behavior in sight.

"Yours, very sincerely, "London, Aug. 28. " CHARLES READE. I am none the less glad to have this brief comment from Mr. Reade, with his leave to print it, because on several points his opinion is hostile to mine. It would not become me to discuss a letter written in such a spirit, nor need I say anything about the weight of his judgment in rowing matters. The author of the boating chapters in "Hard Cash" is sure to be listened to with deference, and what he urges on one or two controverted points will be read by Harvard men with peculiar pleasure; though I don't know why I say Harvard men only. For the purposes of this race, every American is a Harvard man; since, spite of their modest disclaimer, they were and will always be thought an American Four, of whom Americans have every right to be proud.

The services of Mr. Hughes as referee, of Messra Chitty and Guiston as umpires, and of Mr. Blaikie as starter, gave universal satisfaction-if Dr. Holmes will pardon me the obnoxious word. The best thing to be wished in every race is that there should be no call upon the referee. That there was none yesterday was largely owing to the patient and intelligent way in which referee, umpires, and coxswains went over the race in advance, agreeing on what should be done at doubtful points. Much was due also to the zeal which the coxswains showed during the race to avoid collisions. The spirit on both sides was unexceptionable, and I venture to say that Barvard are far better satisfied with their honorable defeat than if the race had ended in a wrangle, giving them a doubtful or technical victory, or a victory to neither. Let this be remembered to Mr. Burnham's redit as a partial set-off to the blame which falls heavily, and no doubt justly, on his head for his many sins of steering. And let me say expressly, if I have not said before, that the best steering in the world would not have changed the result. It was not to be that Harvard should win this time.

Will Harvard try again? Not this crew, I think.

I will not undertake to speak for them, but I can

scarcely be wrong in saying that they recognize the superiority of their antagonists. To-day they may not attribute their defeat to the same causes that I do-mainly that is to inferiority of style and defective training. Justly proud of their triumphs at home, honestly believing their style as effective and and method of instruction as helpful as the English, they refused to change, or confess a change in either. Mr. Blaikie's letter to The Times spoke the voice of the crew. It is difficult not to sympathize with the sentiment which led them to cling, so far as they could, to the methods and traditions they before, yesterday must have done something to open their eyes to the merits of the English rowing. It would be strange if they did not carry back with them to America a lesson to be put in practice there. Voluntarily or involuntarily they profited more or less by it here. You cannot persuade Mr. Loring or the crew that they do not pull the same stroke as before. You can hardly persuade anybody else that they do. No man, no crew, could resist wholly the influences about them. They admired the Oxford style when the Oxford first showed on the river : although they also thought it open to criticism, and never could understand precisely why the Oxford recovery was called quick and their own slow. They thought it just the other way, and their mistake was one of the secrets of their defeat. They admitted-or some of them did-that their rivals were superior in the mere externals, as they called them, of rowing; superior in elegance and finish. They admired the straight backs, the measured swing, the unvarying uniformity. But they said, this is ornamental, not useful, and when it comes to downright hard rowing we shall see who lasts longest or puts most work into his stroke. Well, they saw yesterday. I not only do not agree with, I do not understand, Mr. Reade's remark that the beautiful finish of Oxford disappeared during the race, and that little remained of their form. The general opinion of rowing men is exactly the reverse. One of the most competent among them says: 'We do not want to see a better general style." I should have been willing to rest the whole question of the comparative merits of the two styles and two methods of training on the performance of yesterday. Yet there had gone on-if Mr. Loring will allow me to say so-a gradual transformation of the American stroke. It had not become like the Oxford, but it had become very unlike what Harvard rowed on their arrival. It was in a transition state. It could not have reached the real perfection of Oxford, because Oxford perfection is the result of incessant coaching from outside the boat, and Harvard steadily rejected all innovation in that direction. Our men never learned the catch, never learned the recovery, never rowed quite together, and never even seemed to try for uniformity of body swing. Their great improvement was in the use of the legs, disuse of the arms, and a swing of the body, which might have been good except that unluckily every man in the boat had a different one of his own.

But I did not mean to go into details, and I would not offer one word of criticism on men that have done such credit to their country, but for the hope of the future. My point is, simply, that our halfdozen Americans must have learnt much which they ought to carry home with them and turn to good account. If they will renounce their blind adherence to old beliefs, they may revolutionize, or rather completely reform, amateur rowing in America. They have only to plant the seed, leave it to others to tend and water, and to the next college generation to enjoy its fruit. Let Harvard and Yale take the sore lesson to heart. Proud as they are, they may consent to be taught by the enemy to whom their fiag has had to be lowered. Then, and then only, may they begin to discuss whether there shall be another inter-University race on the Thames. Their chance of winning it, and their right to carry the flag once more across the water will only begin when they have fairly thought out their defeat of yesterday, and resolved to profit by its bitter expe-

And I hope the coming crew will reconsider also the matter of diet. Milk may not be bad in itself. to what an extent I, an Oxford man, sympathize Fruit may not be bad in itself. But fruit and milk taken together must tax the stomach to digest. Men in active exercise and vigorous health will digest the two together, doubtless. They would digest tenpenny nails, very likely, as the ostrich is said to; but it would at least be an effort, and an effort is "The crew were not in high condition, senerally, I orecisely what the stomach of a man in training

ought not to be asked to make. Richard H. Dana, in his charming "Vacation Voyage" to Cuba, relates how he was warned to eat no fruit during the day if he had so much as taken milk with his coffee in the morning. He who transgressed that rule died. In a northern climate he does not die, but he goes in advance of death through the purgatory of dyspepsia, or he gets one of those ailments which a man in training ought to avoid. Let Simmons's case be a warning. So with the reckless drinking of water which went on in the Harvard crew to the very day of the race. It weakened them and lessened their chance. I don't believe in the old theory of tormenting men with raging thirst, but Harvard has gone to the other extreme. To state such mistakes

is to indicate one other cause of their defeat. In this overtrained, enervated condition they were made to pull a stroke of 46 to the minute. The crew does not live that could have kept it up steadily through the hard four miles and three-eighths from Putney to Mortlake. Oxford did not try it. They can pull 46 strokes a minute as well as Harvard; but they set themselves the task of rowing such a stroke as they could row from beginning to end of the rate. Harvard made a push for the lead at the start, and got it, and held it gallantly for near two miles. To the Oxford men it seemed that the lead at the end of the race would be a better thing to have, and rowing with that view, the lead at the end fell to then. Each crew had what it sought; but which sought most wisely? The contrast between the two crevs in speed of stroke was not more striking than in regularity. Harvard rowed all the way from 36 to 46rowed sometimes ten strokes at 46 and fell in an instant to 40. A partially complete record shows more than 20 changes in 22 minutes. Oxford rowed never more than 40, unless perhaps on a single spurt, and never less than 38. Its stroke was scarcely changel perceptibly throughout.

The marvel of marvels was how Harvard, under all its disadvantages and mistakes, rowed the race so well, and gave its opponents so much work to beat them. I can only repeat it was their superb physique. their endurance, itself remarkable when their condition is remembered, and beyond all, their devoted courage and unconquerable will after all else had been conquered. I am content to adopt the words of an English authority I have already quoted and say: To have beaten such as these, men whose pluck could carry them 3,000 miles to measure oars with an English University, whose patience has in detail surmounted innumerable difficulties and disappointments in boat-building, and whose endurance was almost unparalleled, is for Oxford one of those happy triumphs in which there is peculiar honor to the victor, without the smallest particle of humiliation for the vanquished."

The time of the race continues to be variously given. That stated in many of the papers-22 min. 101 sec., by Benson's chronograph-is certainly wrong. Others give it at 22 min. 17 sec., and then 18 ec., 19 sec., and 20 sec. The time telegraphed you in my latest dispatch of Friday night was 22 min. 20 3-5 ec., taken by myself with a Frodsham chronograph, registering independently fifths of seconds. That is confirmed by the record given in The Times, also taken from a chronograph, and varying but one-fifth of a second from mine. I scarcely know how to account for the enormous error of twenty seconds in the press report, unless the reading of the hour somehow crept into the computation. The actual figures by Frodsham are: Start, 5h. 14m. 41 2-5 sec. Finish, 5h. 37m. 2 sec. Actual time, 22m. 20 3-5 sec.

The interest felt in London to know the result purred the London press to unwented efforts. News of Oxford's victory was received first at The Echo ofce. Just before 6 o'clock an extra of The Echo first announced it to the public, and the same paper was equally in advance in issuing the first detailed report of the race. Of their extra edition they sold 25,000 copies in three-quarters of an hour-a fact probably unparalleled in English journalism. With great courtesy, The Echo sent its earlist intelligence to the London office of THE TRIBUNE, and that is one instance out of many marking the cordial feeling which has been shown on the side of the English all erew traine through this international contest.

COMMENTS OF THE LONDON PRESS.

The English papers of the 28th have extensive accounts of the great race. They relate the same seential facts as our own correspondent, and need not to be reproduced entire. One of the most interesting facts in the account of The Times is given as follows: Just before reaching the ship a young man who was scullng a lady about in a gig rowed out suddenly from the Middlesex shore in front of the Oxford boat, so that in order to avoid running into her the Oxford coxswain was compelled to sheer his boat suddenly to the left, and, as it was, the bowside ears of the crew just missed hitting the gig. By this controlling Oxford lost at least a length, for by the time their boat was again straightened, the Harvard four had come up a little; but, not withstanding this, the former reached the ship first, clever, if not easy, winners, by four lengths, of one of the most gallantly contested races ever rowed between Patney and Mortake, and one equally honorable to victors and vanquished. The Times further says: "America need not have a moment's regret at having sent them here, and they may go home and tell their countrymen that, although they could not conquer Great Britain, they at least for a few minutes succeeded in frightening it. When they at first went away so gallantly from Oxford, and for a time steadily drew their boat a full length ahead of it, there were a good many stout hearted Britons who, if they could only now be induced to confess it, began to feel anything but comfortable, and, had the Oxford stroke allowed himself to be flurried by the temporary disadvantage, the race might have ended empelled to sheer his bont suddenly to the left, and, as the Oxford stroke allowed himself to be flurried by the temporary disadvantage, the race might have ended very differently. Even when the steady, powerful sweep of the Dark-Blue oars had regained the lost ground, and the result of the race was all but a certainty, the undaunted and unabated pluck with which the Harvard men fought that hardest of all fights, a losing race, pulling with desperate energy to the hast moment through the wash of their rivals boat, made the backers of Oxford feel that a very slight accident could still be taken enough advantage of to turn the scale; and, good as the race was, we need not hesitate to admit that it would have been still better if the American crew had not been manifestly inferior to the English in a point where their inferiority was most pardonable, and, indeed, only to be expected—the steering." deed, only to be expected-the steering. The Pall Mult Gazette distinguishes the styles of the two

crows in their course off "The Crab Tree." It reports : The two styles were never more marked than now. each boat had settled down, and the pace was very fast, Harvard dead in recovering from the chest, then a long hurried sling forward, not the most correct of time. steady draw of oars through the water, and blades rather deep buried; Oxford rowing with the old characteristics-charp off the chest, like a billiard ball from a cushion, a elatively slow, massive swing forward; cars, even in right of feather, perfect in time, dropped into the water ike hammers, and whipped through the water sharp, clean, and light, covering no more than the blades. They looked like "staying" for a week. Two to one was still offered by their partisans, whose grim silence in the steamers contrasted with continuous fires of the charac-teristic short staccato "Hurrah! hurrah! hurrah! citered by their paraisans, whose grim stience in the steamers contrasted with continuous fires of the characteristic short staccato "Hurrah! hurrah! hurrah!" with which Harvardians cheered their men. The style of the Americans we have criticised before. It is not, in our opinion, the best calculated to propel a boat; so the Harvardians found, for they had to row some 70 strekes mere in the race than Oxford to reach Chiswick Eyot at the same time. Their training was pecuhar: much vegetable and little animal food. At this we do not cavil; no doubt they best know their own systems and constitutions. Be it as it may, they must have been in good condition, and were of wondrous endurance to maintain their quick stroke at such a length of reach (for they did not row short) for so many minutes as they did. And with this style 45 a minute entails more exertion than a similar number rowed in Oxonian style; for in the former the palpable "hang" of the chest entails loss of time, and still greater strains to recover the body in time for the ensuing stroke.

The Telegraph remarks that the young American gen-

The Telegraph remarks that the young American gen tlemen who lost the victory lost no honor in the contest on the contrary, every good judge who witnessed the extra ordinary and exciting struggle will think more highly of Harvard than he ever did while many people were saying that the Transatiantic crew would win. They did not win, and they could not have won; but they rowed our seasoned and victorious Dark Blues such a good match that only perfect carsmen could have kept them in the rear at the winning-post. Regarding the proficiency of Oxford, The Telegraph says: It would be strange indeed if all these years of aquatic tradition and close analysis of rowing had not given the English University something which Harvard—younger in the art—has yet to learn. We shall not dogmatize on the matter, nor set this "something more" down in the mysterious symbols of "grip," or "catell," or "arm-work," or "swing," Whatever the secret of the delicate perfection may be, a simple calculation will show it to have been worth about three inches of gain in every one of the 550 boats' lengths which make up the course. Till Harvard learns this inner mystery of the art, and till the Oxford oarsmen lose it, we do not think the aquatic garland will be wrested from the Dark Blue; but we believe that if the Americans had been trained upon the Isis, they would have brought their boat home stem and stern with Oxford, or perhaps even ahead of her. Slightly Inferior in bedily training as they were shown to be by the Harvard than he ever did while many people were say

superior lung condition of Oxford after the last stroke had been drawn, they have proved themselves strong, lasting, resolute and accomplished rowers; and their University and native country may be proud of such "proper men." The University which numbers alumni like the four who rowed yesterday does not need the help of centuries to become renowned.

The Telegraph recounts that clear of the Hammersmith Bridge Harvard again put on a killing rate of stroke, and, amid a deafening roar from the thousands swarming or every point, they again forced their light craft a length and more ahead of the Oxford boat. "Well rowed, Harvard!" "Go on, Oxford!" could be distinguished among the Babel of voices out of which arose also the sharp "ragh" of highly-excited Americans. Oxford had steered a rather better course than Harvard under the bridge, keeping close to the buttress, while Burnham took his four further out than was necessary.

The News editorially says: If our Harvard friends could not command success, they have done more: they deserved it. "They pulled splendidly," was the universal exclamation. "There's something in the old blood after all; the young chick is worthy of the old ceck," was a familiar illustration of the prevailing sentiment. All rejoiced that this match over a more than four-mile course has been won by six seconds only. Everywhere was heard the expression of a hope that Oxford would be able to return the compliment next year in Massachusetts, and that meanwhile the gallant American yachtsmen who are at present in our waters might have an opportunity of avenging on the Atlantic the noble defeat of their countrymen on the Thames. May the Thames be forevermore a "Concord" river between the Old English and the New! Regarding the personnel of the Harvard cew The News reports: The bright brown skins of the Harvard men, bronzed with exposure to the sun; the mountains of undulating muscle they displayed—Mr. Simmond's arm is certainly larger than any in the Oxford boat, even that of the gigantic Tinné sinking into the shade beside it—the play and dash about their pulling, and the splendid heart they were in, gained them quite as much cheering as was accorded to the Oxford crew. Finally, The Newsobserves: There has never been a contest, since contests began in this struggling world, in which there has been so much good feeling, nay, such warm and affectionate feeling for the vanquished men. Their undying pluck, and the gallant way in which they fought the battle out, even when the fates had virtually decided it against them, was on every tongue.

The Star observes! Our American visitors deserve all credit for the availer which momented them combark in exclamation. "There's something in the old blood after

The Star observes: Our American visitors deserve all credit for the spirit which prompted them to embark in the struggle; and although the result has not been what they could have desired, the very fact that their antago nists were in every respect so formidable is a source of consolation of which brave men need not be ashamed. It is unnecessary to enlarge upon the causes of their fail-ure. Their powers of endurance were manifestly not so great as that of their opponents; their stroke was irreg-ular; and their steering was far from being as perfect as it might have been. This much was sufficiently obvious to the unprofessional eve.

to the unprofessional eye.

The Post comments mainly as follows: As we said before, the style of rowing is the root of the matter. In the interval between this time and the race that we trust the interval between this time and the race that we trust will come off next year, the Americans, seeing that they have to row over four miles, will no doubt admit the desirableness of carefully cultivating a comparatively slow stroke, a decided use of the legs and stretchers, and a determined dash at, or "grip" of the water at the beginning. These are not easy of attainment when a different style has been familiar; but for long races, in which strength must be husbanded, they are—as Oxford has often shown—Indispensable; without them the most heroic efforts, the most determined exertion, such as were exhibited yesterday, will be simply wasted.

The Sinningual says. The race of vesterday was rowed.

The Standard says: The race of yesterday was rowed under the old code of boat racing laws, in which a boat is under the old code of boat racing laws, in which a boat is entitled to take another's water, but the water so taken then becomes its own for the remainder of the race. Though on two distinct occasions was a foul imminent, once opposite the Old Wells, both coxswains seemed determined to do their best to avoid one, and Burnham particularly had to put his rudder on hard on several occasions after Hammersmith to prevent a collision between the oars, which were nearly overlapping. The great difficulty that amateur coxswains find on first getting on a ndeway is to keep their boat from getting athwart the tide when having to cross from one side to the other; the steering of Harvard in the shoot was an admirable piece of work, and that of Oxford, though bored out, was scarcely inferior. After Hammersmith the bow side of the Harvard crew were far too strong for the stroke side, and this, coupled with a wind on the quarter, brought the boat in toward the Oxonians, and necessitated a frequent use of the rudder; we expect to hear to-day the defeat of Harvard is due to bad steering, in fact, we heard this repeated frequently by Americans on their return home yesterday. But something must be blamed, and if the crew cannot honestly be the culprits, the poor coxswain is the scapegoat. If we consider that he has never steered before he came over here; that he has never steered before he came over here; that he has never steered before he came over here; that he has never steered before he came over here; that the that never steered before he came over here; that the has never steered before he came over here; that the has never steered before he came over here; that the has never steered before he came over here; that the has never steered before he came over here; that the has never steered before he came over here; that the has never steered before he came over here; that he has never steered before he came over here; that he has never steered before he came over here; that he has never steered before he came over here; that entitled to take another's water, but the water so taken

The Spectator says: "Oxford won by weight (they av eraged 26 pounds more than their antagonists), and by ready stroke which never flagged or changed. The Harvard boat was badly steered, and their time was de-Harvard boat was badly steered, and their time was de-fective, No. 2 always dipping his oar before stroke. The race was rowed in 22 min. 17 see, a good time for a four-oar. It is reported in every direction that the Harvard crew trained on milk, vegetables, and fruit, and great surprise is expressed that they should hirve been so nearly successful. Their victory certainly would have been a triumph for the tectotalers and the vegeta-rians; but, after all, we see little ground for amazement. Half mankind swallows neither alcohel nor meat. A n his shoulders and walk away comfortably, and he ever drinks anything stronger than coffee, while a High and keeper, bred upon milk and oatmeal, will wal loss other men down. Meat is good and alcohol is good at there is little in meat that does not exist in mil only good as a whip, enabling the taker to minutes' work into 10. We leave The Lance

Bell's Life says that a mere magnificent race for the first two miles it has never been our lot to witness, and we scarcely know to which side we ought to award the higher praise-to the winners for their splendid exhibihigher praise—to the winners for their splendid exhibition of form, style, and patient endurance, or to the losers for the indomitable pluck and unwavering resolution they displayed throughout the whole of this trying struggle. That the best crew won, and won fairly on its merits, we think there can be no two opinions, and it is merits, we think there can be no two opinions, and it is equally certain that the victory was a triumph of good form and good style, over superior physicial strength less scientifically applied. From the first, as our readers are well aware, we never anticipated any different result, but, at the same time, we must candidly confess that the realig good fight the Harvard men made of it took us completely by surprise. It was truly a magnificent race, and though beaten, the losers have assuredly lost no laurels in the contest; on the contrary, they will have the satisfaction of feeling that their opponents found them "focmen worthy of their steel," and that they themselves have measured oars not ingloriously against one of the finest amateur crews that has been seen on the Thames for many a long year.

THE BOAT RACE IN THE NEW-YORK NEWSPAPERS.

THE BOAT RACE IN THE NEW-YORK NEWSPAPERS. The enterprise displayed by THE TRIBUNE, Herald, World, and Star in putting before the public full details of the late international contest receives full credit from of the late international contest receives full credit from the public and the country Press, but there are one or two little matters which deserve ventilating. With all deference to the very able reporter who sent the half-column dispatch to The Star, we believe it but fair to say that the best account was that furnished by The TRIBLENE. The World's correspondent was unfortunately indisposed, but at the last moment Mr. Conway was engaged, and the interesting account sent by him was published under his name. The World, however, received only Mr. Conway's 1,600 words by Cable, so that all the mass of detail was but a pretense and a shain, written up in the office, interesting doubtless to the imaginative youth who was paid for it, but neither instructive to the public nor creditable to journalism. On the whole, the palm must be awarded to The TRIBUNE account, and it IRIBUNE is desirable to include the purely party papers on both sides are rapidly going to the dogs. The TRIBUNE, which is at once the oldest and the best among them, waxes enterprising as well as presperous, and proplets nothing that can add to its interest as a genuine them, waxes enterprising as well as prosperous, and neglects nothing that can add to its interest as a genuine newspaper.—[N. Y. Daily Star.

RECEPTION OF THE HARVARD CREW The Nassau Boat Club met at their Club-House, foot of Thirty-fourth-st., North River, last evening, Ex-Commodore Benjamin F. Brady in the chair. The attendance was large, notwithstanding the The attendance was large, notwithstanding the disagreeable weather, and included a number of delegates from other boat clubs. Gen. Aspinwall, Chairman of the Committee of Arrangements, submitted the report of the Committee. It was agreed to give the reception at Delmonico's; and as the crew are expected to arrive on Saturday, it was generally supposed that the reception will take place on Saturday. The takes are to be limited to 250. generally supposed that the reception will take place or Monday or Tuesday. The tickets are to be limited to 250 exclusive of complimentaries, and are to be \$8 each. The report was adopted and the meeting adjourned.

FALL OF A BUILDING AND LOSS OF LIFE. BALTIMORE, Sept. 7 .- The partition walls of large new brick building, at the south-east corner of Charles and Chase-sts., gave way this morning, badly damaging the building which was almost completed. Several bricklayers and hod-carriers were at work in an several price and rod-carriers were at work in an upper story, and four of them were buried in the runs. Three of the men have been rescued; they are severely cut and otherwise injured. The fourth man named Benjamin Locks, colored, a hed-carrier, was dead when taken from the ruins.

IA HOME FOR AGED MEN.

BOSTON, Mass., Sept. 7 .- Forty-one thousand dollars have been subscribed, and a fine estate purchased in Springfield-st., for a home for aged men. Additional subscriptions to the amount of \$12,000 are being made to furnish it.

FIRE AT RICHMOND.

RICHMOND, Sept. 7 .- The loss by the fire ast night was \$120,000, on which there is an insurance of \$50,000, about one-third of which is in Northern comies and the remainder in the State.

THE COAL MINE DISASTER.

THOUSANDS OF MINERS GATHERED AROUND THE FATAL SHAFT -- SIX HUNDRED WIDOWS AND ORPHANS LEFT DESTITUTE.

SCRANTON, Penn., Sept. 7.-The unparalleled nining disaster is the universal subject of interest here. While the whole community is thrilled with horror the mining population is more deeply and painfully touched than any other class. All work is suspended in the mines in this vicinity, and nearly the whole force of miners have gone to Avondale to remain until their brethren are brought out dead or alive. A special train is run down rom here hourly. No fare is charged those going to Avondale. Thousands have gone from this direction alone, and the whole country is aroused and flocking to the scene of the disaster. In the fourth, fifth, and sixth, or "Hyde Park" Wards of this city the streets are thronged with women, the relatives and friends of the men in the Avondale pit, eagerly beseeching every person arriving from below for information, and their lamentations fill the air. Mining cannot be resumed at any of the works of the Delaware, Lackawanna, and Western Railroad Company probably within a week, or at least until all the funerals of the Avondale dead are over. The fact of the long and severe strike, just ended, adds greatly to the destitution which will follow the calamity. The widows and orphans will number not less than 600. INEFFECTUAL EFFORTS TO PENETRATE THE

MINE—SEVERAL PARTIES DESCEND BUT ARE COMPELLED TO RETURN—NONE OF THE BODIES RECOVERED.

PLYMOUTH, Sept. 7 .- Nothing was done at the wondale mine since this morning until 6 o'clock, when a train arrived with a donkey engine and fan, for the purpose of ventilating the shaft. Measures were immediately taken to put the engine in operation. The crowd in the vicinity was at this time so dense that it impeded the workmen, and a large police force was organized to clear the ground of all not actually engaged in the busy preparations. A sufficient space was soon cleared and roped in. At this time the scene was one of appalling interest. The busy workmen in the center silently exerting themselves to the utmost to recover the bodies of their unfortunate comrades, the lines of people outside, with grave and sorrowful countenances, inter spersed with weeping widows and awe-stricken orphans, and the hill at the rear of the mine covered to its summit with the people from the surrounding neighborhood.

A meeting of miners was held in the woods near by, at which Mr. James George presided. He stated, in a spirited speech, that the object of the gathering was to organize a force of 50 experienced miners from the persons present, who should hold themselves in readiness to explore the shaft as soon as the carpenters and machinists had the apparatus in readiness. He stated that fifteen miners from Hyde Park had already volunteered, and called upon others to enrol themselves. A force of 46 men was soon organized, under the leadership of Mr. George and Henry W. Evans of Pittston. Mr. George Morgan of the Nanticoke mines was appointed foreman or the part of the miners, and Thomas E. Davis and John H. Powell assistants. These gentlemen were to assume the direction of the operations after the descent of the shaft was made.

After some unavoidable delays the fan was put in operation at a few minutes past 10 o'clock, and a hose was dropped into the shaft for the introduction of the pure air at the bottom. While this was in operation, the Rev. Thomas P. Hunt appeared on the ground. In a few minntes another meeting was organized, and Mr. Hunt appealed to the assembled multitude in a few well chosen remarks for aid for the destitute widows and orphans.

The following gentlemen were appointed a committee to take subscriptions: E. C. Wadham, James McAlarney, J. Fuller, Reynolds G. Evans, Dr. Richards, Jacob Roberts, J. W. Eno, H. J. Taple, Harry Hakes, Samuel Shaffer, B. J. Woodward, Robert Boston, J. G. Wren, Nathan Van Horn, F. Thorner, H. Turner, H. H. Harvey, Richard Stillwell, and John B. Smith. Several small books previously prepared were handed to the members of the committee, and the canvas of the immense multitude immediately commenced.

John Howell of Taylorville, Thomas Davis of Belleville, and Thomas E. Davis of Nanticoke, descended: After being down some 20 minutes, they ascended, and reported that they had explored the gangway some 50 feet. but finding a great deal of carbonic acid gas and black damp, they were compelled to retreat, after introducing the end of the large canvas air-conveyer as far as they went. They represented the damp as being from two to three feet deep upon the bottom of the mine.

Another party of miners descended at 12 o'clock, and returned safely. They penetrated the gangway for a distance of 75 feet, and found the large door wide open. They then went 100 feet further in one of the passages, and found a small door | closed. After opening this door to give a circulation of air around to the entrance, they returned. Had this small door been open there might have been a ray of hope, as the gas and smoke and fire would have had a free passage around the circuit and ut again. As it now seems, the smoke and gas must have penetrated the inner mine, and suffocated the men. This party was not able to reach the doorway leading to

About 1 o'clock another party of four men descended, but returned in 15 minutes, two of them so overcome with the gas that it was with the greatest difficulty they were revived. It was now deemed idle to peril life by any further attempt to penetrate the mine, at least while the gas was so strong. Even the most sanguine gave up ail hope, and were satisfied that nothing remained to be done but recover the bodies of the unfortunate victims as soon as practicable. What horror and suffering were yesterday witnessed in that fatal mine, and whether they were of long or short duration,

none will probably ever know.

At 4 o'clock four men descended, who returned in good ondition and reported the air much purer. At 6:30 four men, named John Tisdale, Col. Harkness, John Salteree, and R. E. B. Jones, went down. After letting down the water hose to the bend of the air pipe and ever the furnace to put water fon and deaden the fire in the furnace, they returned in fifteen minutes, saying that the water hose was landed in the shaft, and that they could not find the hole by which they expected to enter. They were not seriously affected by the foul air. At 7 o'clock another relay of four men, F. Bray, Evan Morris, Evan J. Evans, and Wm. Gregory, went down. They returned in about 20 minutes, reporting that they had been at the furnace and found everything all right, except that the fire in the furnace was still burning. They could not arrange the water hose until it was hoisted up a little. They were not seriously affected by the foul air.

At 7:50 o'clock to-night John Price, Evan Morris, Wm. M. Thomas, and Elijah Thomas went down, it being Morris' second trip, for the purpose of arranging the hose. They were down 20 minutes, and Evan Morris was brought out insensible, falling before he reached the carriage. The second trip proved more than he could stand. He was resuscitee in a short time. The others were all right. They succeeded in getting the hose ready to haul

The best authorities agree that the fire must have been communicated from the ventilating furnace, the fire having been kindled with wood yesterday morning. Considerable heat had been noticed near the hoisting apparatus, so much so that the engineer could not oil the hieves. The fire burned so rapidly that the engineer, Mr. Alex. Weir, was driven from the engine soon after, having had time merely to blow the whistle, and fix things secure, so that there would be no danger of explosion. As the fire passed up the shaft and into the breaker, it rushed into the engine-room, and in an almost incredibly short space of time the entire works were one mass of flame, extending up the breaker, which is situated on the side-hill. The fire when thus in full progress was grand beyond description, the flames running up 100 feet at an angle of 33 degrees, and then almost perpendicularly into the air another 100 feet, while dense clouds of smoke enveloped all surrounding objects.

The colliery has been running less than two years. The cracker and other buildings were finished in the year 1867. They were built under the supervision of Mr. S. D. Kingsley, and cost \$150,000. The Dickson Manufacturing Company put in the machinery. The loss is estimated \$80,000. These works were ranked among largest and best in the Wyoming Valley. At the time of the fire about 450 tuns of coal PRICE FOUR CENTS.

were daily hoisted from the shaft, although that was by no means its full capacity. During susp sion times these works were see, and had only commenced work on the 2d inst.

VIRGINIA.

THE TEMPER OF THE PEOPLE.

WHAT THE NEW LEGISLATURE WILL DO-EP FORTS OF THE DEFEATED PARTY TO OB-STRUCT RECONSTRUCTION. To the Editor of The Tribune.

SIR: The politics of Virginia have been made to as

ume a new phase since the decision of Attorney. General Hoar has been promulgated, to the effect that there exists no authority in the Reconstruction laws for the imposition of the test-oath upon the recently elected members of the Legislature. The District Commander, Gen. Canby, is thus relieved, by authority of the highest law officer of the Government, of the necessity under which he assumed himself to be placed, of virtually nullifying the late election by preventing the assembling of the legislators elected, thus also delaying the inauguration of the new State Government, and the return of the State to her normal relations with the Federal Government. The practical consequences of the Attorney-General's opinion are, the election returns will now at once be formally and officially announced from headquarters; the Legislature, onthe first Tuesday following such proclamation, will assemble and organize, and the State officers-Governor, Lieutenant-Governor, and Attorney-General-elected; simultaneously with the adoption of the State Constitution, will be installed and invested with the functions that pertain to their several positions. Under the decision of Mr. Hear, it would appear that the Legislature is estopped from any action except such legislation as Congress has made necessary as preliminary to the application of the State for the acceptance by Congress of its Constitution, and its own readmission within the Union. According to that officer's theory of the status of the Legislature-which is generally accepted as sound and fair—the Legislature is to all intents and purposes a provisional, or rather a conditional body except that Congress, in the exercise of an authority which it asserts, and for reasons satisfactory to itself, has vested it with the power of a permanent legislative organization, for the sole purpose of ratifying the XVth Amendment of the United States Constitution. In exceeding that function, and assuming to act under a Constitution not yet approved by Congress, the Legislated would become a provisional body, and subject itself to the requirement of the test-oath. It is believed, therefore, that the officers elected to complete the organization of the two Houses of the General Assembly, to enable them to discharge business formally and properly, will be only temporary appointments, and that the Houses will adjourn immediately on ratifying the XVth Amend-

It may be said here that The Lynchburg Republican, a Walker paper, suggests that the Legislature prepare a

memorial to Congress "setting forth the honest submission of the people of Virginia to the requirements of the Reconstruction laws; their purpose to carry out the policy of Congress, and to support the Administration; to execute fully and faithfully the provisions of the new State Constitution; and to act in all things as good and loyal citizens of the United States."

The Republican adds:

The Republican adds:

"The Legislature, over the signatures of its members, might pledge itself to regard the interests of all classes and races with equal solicitude, and to secure the just rights of all the people, in its legislation. We are confident that Congress would accept such assurances, coming from the first Legislature of the New Virginia, and that all the clamor and falsehoods of the baffled and reckless proscriptive conspirators would spend themselves in vain and useless sound."

It would seem that henceforth the State of Virginia taxed with trial as it has been for many years, and beset with trouble without and within, would now have no the Union. Every condition imposed by the law of Concommittee, and the canvas of the immense multitude immediately commenced.

After a half hour's operation of the fan, and when the air in the shaft was considered sufficiently purified. Thomas Corwin, Superintendent of the Carbondale Mines, and John P. Davis, carpenter, of Avondale, prepared to make the descent. A bucket was made ready, and the men were lowered slowly about 100 feet. Here the bucket was stopped, and the men lowered their lamps as far as they would go, which continued to burn, but from the obstructions the lamps did not reach the bottom within 15 feet. The men were then drawn up, and a party of miners, consisting of George T. Mergan of Nanticoke, gress has been faithfully complied with; every pledge

and labored with the most intelligent and fair minded of her recently-adopted citizens from Northern States, opposed on one hand by the "Bourbons" and fossils of the Southern school, and on the other by implacable and proscriptive Radicalis—many of them turn-coat Confederates, who profit by disfranchisement to secure in perpetuo a monopoly of all power and patronage in the State. Happy for these had they heeded the memorable and noble words in which you, Mr. Greeley, addressed the Union League of New-York, when it sought to expely you from its communen—that to attempt to found a great party on the bates and resentments surviving the Civil War was like trying to plant a colony on an iceberg, that had by some accident drifted down into a tropic sea. The new party of liberal Republican principles rode rough-shod over the feeble Bourbons, and defeated, though not without difficulty and urgent effort, the proscriptive and extreme faction, which had united in support of its candidates the great bulk of the newly-enfranchised colored voters, by artifully working upon their distrust of the former slaveholding and Conservative element. In the name of Universal Ambesty and Universal Suffrage, it overcame both these parties of opposition; only some 5,000 votes, representing the Bourbon opposition, being cast against the Constitution; while Wells, the Proscriptive candidate, was beaten by a majority of more than 17,000 votes, and the disabling clauses of the Constitution were rejected by 40,000 votes.

It may not be just to charge that it is the sele motive of "oilice-bunger" which Induces the Iriends of the defeated candidates to hamper the restoration of the State by every possible objection and obstruction. It is not strange that men who so recently advocated the most invidious and stringent proscription should expect that their opponents, now that they have the power, should practice against them an unfriendly and invitions legislation. Be this as it may, the organs which sa poyed Gov. Wells labored first to have the f

But, all these personal and partisan clamers to the contrary notwithstanding, Virginia stands to-day on a loyal Republican basis of reconstruction, victorious alike over the champions of old exploded doctrines, which retarded her development and prosperity, and over the advocates of a cruel proscription which would have disabled her best and most useful sons. Thus standing creet and hopeful, her bright face turned upward to the shining gods of the Future, the dead past lying behind, Virginia enters upon a fresh career of industry, progress, and achievement; with no disabled and maicontent class to make discord within her borders; with no repreach of injustice on her code of laws; with no popular sonse of wrong or resentment against the Federal Government, Loyal to her assumptions of duty and allegiance in the past, she is no less true to the new obligations now devolved upon her, and freely accepted by her. The same headlong chivalry which broke in disaster on the Cemetery Heights, at Gettysburg, is now culisted in the Union cause, bears aloft the "old flag," and keeps step to loyal music.

Such is, I believe, a true statement of the prevailing But, all these personal and partisan clamors to the con-

Such is, I believe, a true statement of the prevailing temper of the Virginia people. They only ask that all hands be left free to labor for the material development and restoration of the State. It will be their ambition, under the brighter and happier auspices which now attend them, to study new processes of development; to master new arts of culture; to open the varied mineral treasures which the earth locks in her boson; to extend their system of interior communications; to complete projected works of internal improvement; to carich their lands and stimulate their production; to establish and encourage manufactures; to mangurate commercial intercourse with other contries beyond the sea; toimprove their fair meads that smile with verdure, and their mines which sparkle with stones of fire. Such is their present aim and purpose—an ambition sustained and inspired by the bellef that Virginia may in this way regain her old influence and dignity in the Union, and again claim her proud ascendency in the legislative councils of the Government.

Surely there cannot be found in Congress any partisan Such is, I believe a true statement of the prevailing

proud ascendency in the legislative councils of the Government.

Surely there cannot be found in Congress any partisan bigorry so intense, any sectional jealousy so blind, that it offers any obstacle to the recognition of this high and honorable ambition of the Old Dominton—the New Virginia! Let us have peace! The battle between the Liberal party and the Froscriptive party of Virginia has been fought through and won by the former. They do not mean to stain their victory by the practice of any discrimination or the display of any resentment toward their beaten enemies. In the hour of their deliverance, they can well afford to be magnanimous. They have fought in self-defense, and have no feuds to nurse or grudges to wreak. They myite all the people to labor with one mind and heart to accomplish the resease of the State from her present physical prostration; to remove the incubus under which she staggers; to build up her material interests, and, through their prosperous establishment, to secure her political independence and agrandizement.

Prince Henry of England, son of the first James.

Prince Henry of England, son of the first James. re-